

**In The Specification:**

Please substitute the following paragraph for the original paragraph found on page 6, lines 17-23:

Between the braking surfaces and the central mounting portion, one or more reinforcing ribs (e.g., long ribs 116 and short ribs 118) may be positioned on a lower portion 112a of a bridge area 112. The bridge area may be an area of the rotor that typically is subjected to increased stresses (e.g., during braking). This is especially true for a brake rotor having an increased diameter. Thus, the ribs included in some embodiments of the invention add reinforcement to the bridge portion of the rotor thereby decreasing the possibility of rotor warpage. Such ribs also may be applied to both existing (current and prior art) brake rotor designs.

Please substitute the following paragraph for the first paragraph on page 7:

Thus, in some embodiments of the present invention, a disc brake rotor having substantially the same diameter as an original-equipment ~~OE~~ rotor is presented, but including one or more reinforcement ribs on the bridge portion. The reinforcing ribs may be provided on the inboard side of the brake rotor and preferably, a plurality of ribs are positioned along the inboard portion of the bridge, equally spaced apart from one another for both superior support and rotor balancing reasons.

Please substitute the following paragraph for the first paragraph on page 9:

Central mounting portion includes a hat ~~having outboard braking surface 204a having corresponding bottom inner and inboard braking surface 204b.~~ Fastener openings 206 are provided on the hat for receiving a fastener of a hub (so that a wheel may be attached to the rotor/hub combination). Opening 208 is provided for receiving the center of the hub. As also

shown, a plurality of ribs (~~e.g., long ribs 216 and long ribs 218~~) are included and are positioned proximate the lower, inboard surface of a bridge portion 212 (i.e., the portion of the rotor between the mounting portion/hat and the braking surfaces). However, as shown in Fig. 2D, one or more (or all) ribs ~~216a~~ may be formed on the outboard side of the brake rotor as well.

Please substitute the following paragraph for the paragraph starting on page 9, line 27, and ending on page 10, line 5:

The non-vented rotor according to embodiments of the present invention as illustrated in Figs. 3A-3C includes outer diameter 301 includes a first outboard braking surface 302a, with inner diameter 303a, and a second inboard braking surface 302b, with inner diameter 303b. A central mounting portion ~~304a 204a~~, spaced apart from the braking portion by bridge 312, includes openings 306 for receiving threaded fasteners for mounting a wheel to the rotor, and central opening 308 for receiving a central area of the hub. The non-vented rotor may include one or more openings (preferably at least a pair of opposed openings for balance purposes) 315.